

The News-Review

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IT'S DULL TO BE SAFE

By Charles V. Stanton

Traffic accidents in Oregon in 1955 numbered 65,741. The over-all cost of these accidents, including deaths and injuries, is estimated at \$38,500,000. The death toll was 414, while 15,442 persons suffered injuries.

These are some of the statistics offered in a booklet, "Oregon Traffic Speaker," issued quarterly by the Traffic Safety Division of the office of the Secretary of State. The booklet, designed to promote safety on highways, is filled with interesting sidelights on the state's traffic picture. It contains information which might well be pondered by motorists.

One factor deserving consideration by every motor vehicle driver is found in comparisons between accidents happening in urban areas with those in rural areas.

Accidents inside cities or towns numbered 46,192. Out in the country there were 19,549 mishaps — 10,468 on primary state highways; 2,063 on secondary state highways; 7,018 on county roads. Now compare the death rate—328 in rural accidents, 84 in urban crashes.

Speed Proves Fatal

These statistics prove beyond question that speed is a killer. Traffic moves slower in cities than on the open highway. Thus, though urban accidents outnumber rural accidents by more than two to one, fatalities are only about one-fourth as numerous. More accidents may be expected in cities because of congestion, but because of slower speeds fewer people are killed or injured.

As further proof of this fact is the report that most accidents happen on straight, dry roads when driving conditions are ideal, tempting the driver to step down on the gas.

Summarizing the types of accidents, the booklet points out that the procession is led by collisions between cars, followed by collisions with a fixed object. Common faults are passing with insufficient clearance, cutting in, following too closely, violation of basic rule and fatigue.

Two-thirds of all traffic deaths occur at night, even though only one-third of the driving is done after dark. Insufficient vision and fatigue are listed as two contributors to the nighttime accident rate.

It is pointed out that we must blame ourselves for our poor traffic showing, inasmuch as only 6,025 out-of-state drivers were involved in Oregon accidents last year. Thus we can't put the blame on tourists.

The tourist, of course, adds to congestion on our highways, thus increasing the accident rate based on overcrowding. This indicates need for another word of caution, because tourist travel is expected to be heavier this year than ever before.

Improvement Noted

But there is a note of optimism in the report. Although we are appalled by the heavy toll resulting from accidents, the rate is decreasing in proportion to miles traveled.

In 1935, when motorists rolled up 2,629,920,479 miles on the state's streets and highways, the death rate per 100 million miles of travel was 14.3. In 1955, when travel neared the seven billion mile mark, the death rate was 5.9 persons killed in each 100 million miles.

Still further improvement is possible, however, and the way to improve driving habits is pointed out in the booklet's preface, in which it is said:

There's only one thing wrong with being safe; it's dull. The individual who never takes a chance, who never at least harbors a secret desire to climb a mountain, is not likely to make a fortune, nor to be greatly admired or sought after.

By the same token, the driver who completes an uneventful trip without mishap or brush with the law, is seldom the center of attention. On the other hand, the driver who recounts tales of his brushes with the law or how he narrowly averted an accident while cruising at 80 miles an hour is an exciting person to know. And, while this adventurous driver may not be admired by his more intelligent friends, he certainly is not considered an outcast because he violates the rules of society.

We suspect if we're to make any real progress toward eliminating accidents and the violations which cause accidents, we must first reverse the public's attitude toward those drivers who think it "smart" to outsmart the cops.

When it becomes smart to be traffic law-abiding, when it no longer is dull to be a cautious, sensible driver, when the careless, inconsiderate or reckless driver is considered just as much a social outcast as the pickpocket, then we'll be making real progress.

Hal Boyle

NEW YORK — Would American men, if they talked as much as American women, also live as long, too?

Dr. Ira M. Altshuler, a Detroit psychiatrist, at least sees this as a possibility.

He has a theory that the big silent male, by keeping his trap shut too much, bottles up his latent hostilities and vexations. But the little lady, when she is riled up, gets it out of her system pronto via her vocal cords. She talks herself calm.

Dr. Altshuler, who may fail to emerge as the average American woman's No. 1 pinup hero of the year, also leans to the view men shorten their lives by working too hard to keep their wives happy.

He points out that the average wife "can rest when she chooses." He says household gadgets and the supermarket have made her life "one long day of leisure."

As a longtime defender of the modern woman, I can't ride all the way with Dr. Altshuler.

There certainly is a great deal of truth in his observation that housewives know the art of resting better than their husbands.

They are never more than 30 pages from a couch or sofa at home and all day long, in between chores, they flop down, stretch out for a few quick moments and take life's load off their minds as well as their feet.

If men had half as much sense, they'd run their life at the office the same way. What makes the tired businessman so tired is that, after a wearing three-hour lunch, he returns to his job and

makes one big decision after another. What he should do is this: After making a decision, he should stretch out on a sofa for half an hour and rest his huge clashing brain cells. Then he'd be ready to arise and resolve another of those crucial issues that confront him all day long — to hear him tell it.

At the end of a day spent alternately in making decisions and taking siestas he'd return home as full of eager energy as his wife. He'd be glad to take her out more often for a night on the town.

But I must find fault with Dr. Altshuler's odd conclusion that housewives enjoy "one long day of leisure."

Women worked themselves to death fairly young in the old days. Boredom also probably helped shorten their lives.

The ordinary active housewife today gets more done about the house in a few hours than her great-grandmother did in two days. She runs a prettier house, too. But she doesn't stop with that. The home doesn't circumscribe her universe. She takes an inter-

Physicist Says Russians Revealing Atomic Secrets

WASHINGTON — A leading American physicist says Soviet Russia has been "very far" in making available some of its atomic secrets. He urged the United States to move in the same direction.

"I think the Russians do realize that they will go a lot faster if they will open things up," said Donald J. Hughes, head of the American Federation of Scientists, in testimony Friday before a House subcommittee on government information.

Hughes said the Russians have taken the wraps from about 80 per cent of the progress they have been in trying to harness the tremendous energy output of the hydrogen bomb and put it to peaceful uses.

The Russians, Hughes said, have gone farther in declassifying things than we have for the first time—and they really went very far.

Hughes, who also is senior phys-

icist at the government's Brookhaven National Laboratory on Long Island, N.Y., said he was barred from saying whether this country has gone past Russia in efforts to control H-bomb energy for peaceful purposes. "Our program is still classified," he said. But in an interview, Hughes said that after correlating recent Russian announcements with progress in that field, it becomes "clear we are both working at about the same level."

Speaking before a group of science writers, Hughes said "our security lies in achievement," not in excessive secrecy which he said "does not keep us ahead of Russia."

Hughes disclosed a Russian proposal to work for a year or so at Brookhaven and the Americans to spend about the same time at a Russian atomic laboratory. He said the suggestion had gone to the Atomic Energy Commission for study.

Bruce Biossat

When it comes to getting money from the government, Americans often display a fondness for the indirect method. This is true in many fields, not least in agriculture.

There is a great reluctance to call a subsidy by its real name. Some U.S. industries are subsidized by tariffs which keep out or reduce foreign competition. Farmers are subsidized by the so-called price support program.

For some two decades now, it has been the declared policy of the U.S. government to give farmers either this type of protection or some other. We are committed to the idea that farmers must have a fair share in any economic prosperity the nation may enjoy.

That notion underlies the theory of "parity prices" at the heart of the support program. Parity is simply a level of prices at which farmers are considered able to buy the products of the rest of the economy — on a par with other consumers.

UNDER THE support program if market prices for farm products fall below this parity level, the government moves in to assure the farmer enough return to make up most of the difference. It never has closed the whole gap; that is, there never have been support prices at 100 per cent of parity.

Furthermore, if a subsidy openly tagged is socialism, then one handed out by indirect methods can only be "concealed socialism."

It is hard to understand why fear of calling a subsidy a subsidy should be allowed to dominate, when resort to the indirect approach can produce such unhappiness and wide-spread side effects as have flowed from the farm price support system.

Somehow we must find a way to get the farmer the "subsidy" label, seeing it identified with "socialism." But this country has been extending a helping financial hand to one group or another through most of its history, and it is far from going socialist today.

Final Brief Filed In Hells Canyon Dam Controversy

WASHINGTON — Filing of the final brief in the Hells Canyon case last week clears the way for oral argument before the U. S. Court of Appeals.

Public power groups submitted the last written argument to the clerk of the court. A hearing is expected in a few weeks.

In the brief, attorneys for groups advocating the federal Hells Canyon Dam summed up their arguments against three proposed private power projects in the same stretch of the Snake River bordering Oregon and Idaho.

They replied to contentions of the Federal Power Commission (FPC) and the Idaho Power Co. (IPC) that IPC's proposed dams, licensed by the FPC, offer the best development plan for the resources of the principal Columbia River tributary.

The FPC and IPC filed their briefs recently.

Evelyn Cooper and Lucien Hillmer, representing the National Hells Canyon Assn. and other public power groups, disputed the argument of the FPC and IPC that the three licensed dams would be superior to the proposed federal project from the standpoint of comprehensive development.

They insisted the court should nullify the license on grounds FPC is required by law to recommend federal projects which offer the best development plan.

The commission also authorized an agreement with Portland General Electric Co. on construction of an access road connection to the Warm Springs Highway to serve Pelton Dam.

PGE would do all the road work while the state would do \$11,000 worth of preliminary construction work and road lighting.

The commission said it cannot refuse a reasonable request for highway access despite the fact that the Oregon attorney general has declared the Pelton project illegal until a state permit is obtained.

The firm was licensed to build the project by the Federal Power Commission.

The commission also approved studies of two sites suggested for state parks. One is the Roxy Ann Peak area near Medford. The other is on Ten Mile Creek, west of Lakeside on the Oregon coast, north of Coos Bay.

The commission approved a state Game Commission request for installation of a boat launching ramp on the Ben Hur Lampman wayside on the Rogue River in Jackson County.

est in the fields of sport, art, politics and culture — and even her husband's work. She isn't merely a slave to her home, as her great-grandmother was. She knows five times as much about what is going on in the world.

There are probably many reasons why women live longer than men, including the fact they may be basically built of sterner stuff.

But surely one reason for the superior longevity of women is the aside from her greater common-sense in taking proper rest when she needs it — her superior curiosity. She is actually intellectually more interested in exploring the endless and stimulating variety that life holds.

Interest is what keeps people alive. Men usually get bored with life easier than women do, and that certainly is partly why they let go of it sooner.

Men in later years have to find a hobby to keep from drying up and giving up. But with women life itself is their favorite hobby.

IN THE DAY'S NEWS

By FRANK JENKINS

(Continued From Page One)

bill that had been batted up to him by the Democrats after they had hashed it up to the point where he HAD to veto it. (Their strategy was to force him to veto it so that they could claim he is the enemy of the farmer, thus giving them the chance to garner enough big state farm votes to enable them to win the election this fall.)

Shortly after his veto of the farm bill, like made a personal talk over a television hook-up to explain his veto. The talk was staged in the White House. It was a good talk, but the President's personal appearance on the screen that night was certainly not flattering to his candidacy. He looked AWFUL. His face was gray and haggard and lifeless. He seemed shrunken and old and worn.

Someone sitting in the group in which I was watching the TV screen remarked in a shocked voice: "Why the poor man! I don't believe he'll ever be able to make it through the campaign."

On the evidence of the television show, it sounded like a logical observation.

So much for his TV appearance on the occasion of his farm bill veto.

A few nights later, he appeared IN PERSON before the nation's editors, assembled in their annual convention at the Statler Hotel in Washington. That was a different story. In PERSON, like was tanned and husky. At the table, during the dinner at which he was the honored speaker, he chatted animatedly with his neighbors to the right and left.

When he arose to speak (at the exactly timed instant when all the lines were cleared so that at the predetermined moment people all over the land could settle down in their living rooms to watch their President in action) he was full of zing and vigor. His voice was strong and clear.

To everyone, Republicans and Democrats alike, he seemed in the pink of condition.

Then—

When the TV show was over and the world was no longer looking in—

He arose in his place to make an

ICC Orders Box Car Check To Ease Shortage

WASHINGTON — The Interstate Commerce Commission said Friday more inspectors are being assigned to check the movement of box cars in the hope of relieving a shortage of cars.

ICC Chairman Anthony F. Arpaia told a Senate Appropriations Subcommittee that the commission's inspectors will check unloading time and any other factor preventing rapid turnaround.

The inspectors will take up any difficulties with the railroads affected, Arpaia testified.

extemporaneous talk to the society of editors and their guests. He spoke for more than a quarter of an hour. Throughout this informal appearance, he seemed even fuller of zing and energy and enthusiasm than he had before.

If ever there was a picture of health and strength, it was presented by like there in the Presidential room of the Statler Hotel, addressing the nation's editors. He was obviously enjoying every minute of it, and if he felt any fatigue he concealed it well.

You can draw your own conclusions. But I'll offer this advice: Don't pay too much attention to what you hear about like's health.

My personal faith in his integrity is such that I'm sure if he'd felt himself physically unable to assume the strains of a political campaign he would have refused to run.

I'd say that HE feels he is a WELL MAN.

ARMY BEST TRAINED
MANNHEIM, Germany (AP) — Gen. Anthony C. McAuliffe Saturday described the U.S. Army in Europe as the "best-trained and best-equipped army in American history." McAuliffe praised the Army at a farewell review in his honor. He retires May 31 after 38 years service.

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ROSEBURG, OREGON: PORTION OF VETERANS ADMINISTRATION HOSPITAL (PARCEL 1) Containing approximately 16 acres within the city limits property is located on banks of the South Umpqua River. There are no improvements on the property, which has possible use for residential, or recreational or light industrial purposes. Good soil fine tree coverage.

ROSEBURG, OREGON: PORTION OF VETERANS ADMINISTRATION HOSPITAL (PARCEL 2) Containing approximately 8 acres within the city limits, include rural type residence in good condition. Land cleared. Property fronts on County Road. Possible uses include residential, farming or commercial.

MEDFORD MILITARY RESERVATION, JACKSON COUNTY, OREGON A strip of land 1320' x 75' containing approx. 2.27 acres facing on county highway near Medford Airport. Includes 3 small frame buildings, a deep well pump and motor, and 2870 feet of security fencing. Property could be developed for residential or commercial purposes.

COTTAGE GROVE RESERVOIR, LANE COUNTY, OREGON Five tracts of 35, 33, 21, 18 and 11 acres more or less totaling approx. 120 acres. Parcels are all primarily agricultural or forest and are not contiguous to each other. There are no improvements, however, all are accessible over county roads. Approx. 35 miles south of Eugene, Oregon.

DORENA RESERVOIR PROJECT, LANE COUNTY, OREGON Four individual parcels of land of the following sizes: approximately 10, 7, 1 and .56 acres, totaling approximately 19 acres. Property is agricultural and tracts are not contiguous. All are accessible by county roads. Approx. 27 miles south of Eugene, Oregon. There are no improvements on any of the 4 tracts.

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